

Mitsubishi Triton Diesel Pick-Ups Get New Engine, A New Face And More Specifications

The Mitsubishi Triton Double Cab and Club Cab ranges have moved forward with engine upgrades, new styling inside and out and specification upgrades.

The significant upgrades in terms of standard equipment in certain models, particularly the Club Cab derivatives, are all in line with the value-for-money strategy of Mitsubishi Motors SA.

“The Club Cab segment, similar to the double cab segment, is skewed to the lifestyle owner, and we need to offer more for the same price,” says Mitsubishi Motors SA CEO, Jaco Oosthuizen.

This complements the recently-launched new Pajero Sport, which offers substantially more value. It is obvious that Mitsubishi is striving continually to make its products even more attractive to people looking for a vehicle from a long-established brand, with a proven record for quality, reliability and durability.

Occupant safety has always been a major focus area for the Mitsubishi engineers, and the Triton has a safety cell cab, driver and passenger air bags, and anti-skid ABS brakes with electronic brake-force distribution (EBD). This is over and above the RISE body protection system, which offers exceptional protection to occupants. Combined with the extra-sturdy chassis, the Triton is a bakkie for all conditions.

All the Triton models have a five-speed manual gearbox.

The Triton range is complemented by the thoroughbred Single Cabs, whose tough, work-like building quality harks back to the legendary Colt range. The Single Cabs are available with the proven 2,4-litre petrol engine, which delivers 97kW of power and 202N.m of torque, and the 2,5-litre diesel engine, which is standard in the Club Cab.

There are three single-cab variants: GL and GLX with the petrol engine, and a GLX with the diesel unit. These bakkies are the workhorses of the family, trimmed in vinyl, but standard with airbags, and they are all particularly well-priced. The higher spec models have air conditioning, power windows and central locking.

The Single Cabs have a carrying capacity of 1 000kg and an enormous

load bay measuring 2 220mm in length, 1 750 in width and with a depth of 405mm.

Double Cab

The diesel-powered Mitsubishi Triton 4x4 has been given a substantial boost in power and torque. In line with global environmental trends, the capacity of the intercooled turbodiesel engine has been reduced from 3,2 litre to 2,5 litre. However, power goes up 9% from 120kW to 131kW and maximum torque increases by 17% from 343N.m to 400N.m.

The 4x4 system, which has proved its mettle in the toughest terrain, has also been upgraded. Typically driven through the rear wheels, the Triton Double Cab 4x4 now has a lockable centre differential combined with the shift-on-the-fly system. The driver can change from standard 4x2 mode (for fuel economy) to 4H without a locked differential at speeds up to 100km/h. This complements the locking rear differential and low range for go-anywhere capability.

The four wheel drive system is operated by Mitsubishi's Super Select system, which permits the driver to select from four different transfer modes, depending on terrain, and changes can be made with the Triton on the move.

The build quality is typically of the Japanese brand, and the cabin remains quiet and rattle-free even over the toughest terrain.

The Triton Double Cab 4x4 model is further distinguished by 245/65R17 tyres on 17- inch alloy wheels whereas the other models have 16-inch wheels. Towing capability has been increased to 1 500kg with a braked trailer.

Some of the new specifications on the Double Cabs include single-zone climate control, indicator repeaters in the side mirrors, upgraded alloy wheels, front disc brakes and rear brake drums, and a new front bumper and grill with colour-coded wheel arches.

As far as the cabin is concerned, the Triton now joins the ranks of luxury double-cab bakkies. Leather seats, climate control and excellent sound insulation make it a pleasure on longer drives. Add to this the cruise control, a three-spoke leather trimmed steering wheel with multi-function switches for the audio system, cruise control and Bluetooth, and it brings the Double Cab in line with the other luxury vehicles in the Mitsubishi

product range. The Mitsubishi Link system, which allows voice control of the system, is also standard.

This complements the multi-information display, which shows altitude, temperature, fuel consumption and range. A compass is also included.

The load capacity of the Double Cab is still 1 000kg – a full ton – on a generous load box measuring 1 352mm in length, 1 470mm in width and a depth of 860mm.

Club Cab

Some of the major specification upgrades to the Club Cab include integrated Bluetooth, audio and phone controls on the steering wheel, voice-activated phone control and the new face.

“We have also taken this opportunity to add a number of important features to this 2014 model range, which is growing in popularity. Triton is one of our best-selling ranges, and we are making sure the value and relevance remains,” says CEO Oosthuizen.

The Club Cab is available only in diesel, matching the market demand where over 85% of the models are diesel units. The Club Cab now also comes in a variant with optional rear seats.

The Club Cabs have been given an upgrade in standard features similar to that of the Double Cabs, except that the seats are trimmed in fabric.

Running costs are at the forefront of many bakkie buy decisions. The Mitsubishi Triton’s running costs equate to around 27 cents per kilometre up to 180 000km – making this an attractive, affordable option for fleets and businesses.

All Mitsubishi Tritons are covered by a 3-year/100 000km warranty.

SC Service Plan 5yr/75 000km – Petrol

SC Service Plan 5yr/70 000km – Diesel

CC Service Plan 5yr/100 000km

DC Service Plan 5yr/100 000km – Diesel

DC Service Plan 5yr/90 000km – Diesel 4x4